GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:551
ANSWERED ON:24.11.2011
TRAIN COLLISION AT SITHERI STATION
Choudhary Shri Nikhil Kumar

Will the Minister of RAILWAYS be pleased to state:

(a) the cause of collision between two trains on Sitheri Railway Station near Chennai in September, 2011;

(b) the total number of persons killed in the said accident;

(c) the efforts being made by the Railways to check train accidents;

(d) whether the Railways propose to install anti-collision devices in each train which can prevent accidents on large scale; and

(e) if so, the details thereof?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.H. MUNIYAPPA)

(a) to (e): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF THE UNSTARRED QUESTION NO. 551 BY SHRI NIKHIL KUMAR CHOUDHARY TO BE ANSWERED IN LOK SABHA ON 24.11.2011 REGARDING TRAIN COLLISION AT SITHERI STATION.

(a) & (b): On 13.09.2011 at 21.25 hrs., while the train No. 56007 Dn (Arakkonam − Katpadi) Passenger was waiting at Down Home Signal at Chitteri station of Arakkonam − Katpadi section of Chennai Division of Southern Railway, train No. 66017 Dn (Chennai Beach − Vellore) Mainline Electrical Multiple Unit (MEMU) collided in the rear of train No. 56007 Dn (Arakkonam-Katpadi) Passenger resulting into derailment of two coaches of 56007 Dn Passenger and five coaches of train No. 66017 Dn MEMU blocking through communication. 11 persons lost their lives (three railway staff & eight passengers), 23 passengers sustained grievous injuries and 66 passengers suffered simple injuries in this accident.

Statutory inquiry into the above train accident has been conducted by Commissioner of Railway Safety, Southern Circle under the Ministry of Civil Aviation. As per the Preliminary Report of Commissioner of Railway Safety, the accident was caused due to signal passing at danger by the Motorman of train No. 66017 Dn (Chennai Beach − Vellore) MEMU without stopping and then proceeding at more than prescribed speed.

(c): Safety is accorded the highest priority by Indian Railways and all possible steps are undertaken on a continuing basis to prevent accidents and to enhance safety. These include timely replacement of over-aged assets, adoption of suitable technologies for upgradation and maintenance of track, rolling stock, signalling and interlocking systems, safety drives, greater emphasis on training of officials and inspections at regular intervals to monitor and educate staff for observance of safe practices. Safety devices/systems being introduced to prevent accidents include provision of Block Proving Axle Counters (BPAC), Auxiliary Warning System (AWS), Vigilance Control Device (VCD), Train Protection and Warning System (TPWS), Anti Collision Device (ACD)/Train Collision Avoidance System (TCAS), etc.

(d) & (e): A Proven and dependable On Board Train Protection System will only be adopted on Indian Railways. Based on the experience of the NFR, to improve reliability and dependability of ACDs and to test its functioning on multiple lines as well as electrified routes, the revised design of the system as evolved was tried on Southern Railway in 2010-2011. After correcting the operational and technical problems noticed in the trials and successful validation & certification, the ACD Version-II is likely to be deployed on NFR. To expedite implementation of ACD/TCAS after successful validation & certification and deployment of improved ACD Version-II on NFR, works have been sanctioned on Eastern, East Central, East Coast, South Eastern, Southern, South Central and South Western Railways covering 6750 Route Kms.

Train Protection & Warning System (TPWS) is a safety system based on International safety standards, prevents accidents caused by human error like Signal Passing at Danger and over speeding. Two pilot projects of Train Protection and Warning system (TPWS) were sanctioned on Southern and Northern/North Central Railway. The pilot project on suburban section of Southern Railway, i.e. between Chennai Central & Gummidipundi (50 Route Kms) has been commissioned on 02.05.2008 and is operational. The service trials of a pilot project of TPWS on non-suburban section are in progress on Delhi-Agra section (200 Route Kms) of North Central Railway with 14 locomotives since July' 2010. Five works have been sanctioned at a total cost of Rs. 599.47 Crores covering 895

Route Kms. A low cost Train Protection System is being explored by RITES.